

EI-2306

607 North Avenue  
Wakefield, MA 01880  
May 9, 2006

Ms. Phillis Johnson-Ball  
Surface Transportation Board  
1925 K Street NW  
Washington, DC 20423

Attention: Finance Docket No. 34797

Dear Ms. Ball:

I am a Massachusetts licensed Civil and Environmental Engineer and am taking this opportunity to respond to your letter of April 7, 2006, regarding New England Transrail's proposal to develop a transrail loading facility in Wilmington, Massachusetts.

In reviewing the environmental benefits of this project, I would like to point out the overwhelming benefits of rail freight over long haul trucking for a region such as eastern Massachusetts which suffers from inadequate rail-to-truck interface infrastructure which is necessary for local distribution of products shipped into the region by rail.

As pointed out by numerous impartial professional organizations, such as State Highway and Transportation Officials in their report on *Transportation Invest In America—Freight-Rail Bottom Line Report*, which can be found at [www.bookstore.transportation.org/Item\\_details.aspx?id=216](http://www.bookstore.transportation.org/Item_details.aspx?id=216), "railroads provide significant environmental benefits."

US EPA studies estimates that trucks emit up to "12 times more pollutants per ton-mile than do railroads".

According to the American Society of Mechanical Engineers, "2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving by highway were shifted to rail."

More facilities like the one proposed by NET are necessary to improve rail-freight service into eastern Massachusetts and represent one of the most cost-effective ways to deal with global warming issues and air pollution.

Sincerely,



Nicholas C. D'Agostino, P.E.